Resilience 2050
Adapting to the Challenges of Tomorrow

DRAFT
Goals and Strategies

Open for Public Comment
September 8 through October 12, 2021 at noon

www.Resilience2050.com

BRTB
Baltimore Regional Transportation Board

About Resilience 2050: Adapting to the Challenges of Tomorrow

The Baltimore Regional Transportation Board (BRTB) has launched the planning process for *Resilience 2050: Adapting to the Challenges of Tomorrow*, the next long-range transportation plan (LRTP) for the Baltimore region.

The Baltimore region and our transportation system face a variety of both short- and long-term challenges. Responding to and overcoming issues such as a global pandemic, climate change, and cyber threats is vitally important. The COVID-19 pandemic has demonstrated how quickly challenges can arise that the region must respond to.

In light of these challenges, the BRTB selected the theme of resilience and adapting to the challenges of a changing tomorrow for this plan. The ability of our region to be resilient is necessary for the ongoing and effective performance of our transportation system, our environment, our economy, and our livelihoods.

The BRTB invites you to get involved in the process to develop this plan by reviewing these proposed goals and strategies for *Resilience 2050.*

How Are the Goals and Strategies Being Developed?

In 2017, the Baltimore Regional Transportation Board (BRTB) adopted nine broad regional goals, with supporting implementation strategies. Together, these goals and strategies form the core principles and activities that guided investment decisions for the current regional long-range transportation plan. This plan is known as *Maximize2045: A Performance-Based Transportation Plan.*

In 2020 and 2021 BMC staff reviewed and suggested updates to the goals and strategies in preparation for *Resilience 2050.* The nine broad regional goals are retained, with some additions and updates made to the strategies for each goal.

In developing regional transportation goals, strategies, and performance targets, the BRTB considered:
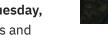
- Federal, state, regional, and local requirements and policies, including the FAST Act (the federal authorizing legislation) and its regulations;
- Conditions and trends that could affect how the region's transportation systems will perform over the next 25 years; and
- Comments and recommendations from BRTB advisory groups.

During the upcoming comment period, BMC staff will present the proposed goals and strategies for *Resilience 2050* to a number of BRTB committees and will record a presentation for the public to learn more about the proposed goals and strategies. After the public comment period, the BRTB will consider all comments and recommendations from the public at large and from BRTB advisory groups in developing a final set of goals and strategies.

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Open for Public Comment

The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments on the draft goals and strategies for *Resilience 2050: Adapting to the Challenges of Tomorrow*.

Public comments are welcome from **Wednesday, September 8 through Tuesday, October 12, 2021 at noon**. The BRTB will vote on the *Resilience 2050* goals and strategies on Tuesday, November 30, 2021.

To share your thoughts and ideas, send all comments in writing to:

- Ξ SURVEY: publicinput.com/resilience2050goals

- Ξ TEXT: Text "resilience2050goals" to 855-925-2801 to take our survey

- Ξ VOICEMAIL: 855-925-2801 x 3798

- Ξ EMAIL: resilience2050goals@PublicInput.com

- Ξ TWITTER: @BaltoMetroCo @BmoreInvolved | Use #BRTBListens #Resilience2050

- Ξ FAX: 410-732-8248

Comments are also welcome during the public comment opportunity at the BRTB meetings at 9 a.m. on Tuesday, September 28, Friday, October 29, or Tuesday, November 30 (scheduled vote).

Definitions

- A *goal* is a broad aspiration or guiding principle for the region (e.g., "Improve system safety").
- A *strategy* is an approach or policy to help the region implement a goal (e.g., "Eliminate hazardous or substandard conditions in high-crash locations and corridors").
- A *performance measure* is a specific metric the region can use to assess progress toward achieving a goal (e.g., "Decrease number of highway fatalities").
- A *performance target* is a specific level to be reached by a certain date (e.g., "Decrease the number of highway fatalities to 121 by 2030").

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Improve Accessibility

Identify and support multimodal options and systems that promote equity and enable all individuals to reach their destinations safely and seamlessly.
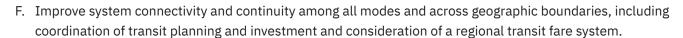
A. Increase transportation options and equity for all segments of the population, including minority and low-income communities, and disabled, elderly, and carless individuals.

B. Continue to improve conditions for pedestrians and transit riders to meet or exceed Americans with Disabilities Act requirements.

C. Leverage transportation funds in coordination with other funds to provide affordable options for accessing necessities or amenities (e.g., jobs, health care, child care, education).

D. Continue to invest in pedestrian and bicycle facilities and programs, especially those that link to activity centers and public transit.

E. Integrate strategies identified through the Coordinated Public Transit – Human Services Transportation Plan into regional planning and decision making.

F. Improve system connectivity and continuity among all modes and across geographic boundaries, including coordination of transit planning and investment and consideration of a regional transit fare system.

G. Encourage the private sector to provide appropriate access on commercial properties for bicyclists, pedestrians, transit users, and shared mobility users.

H. Support operating policies that enable year-round, obstacle-free access to pedestrian, bicycle, and transit facilities.

Increase Mobility

Help people and freight to move reliably and efficiently.

A. Continue to coordinate with MDOT and local agencies to improve travel time reliability through performance-based planning and programming.

B. Continue to refine and implement a Congestion Management Process (CMP) that incorporates transportation systems management and operations strategies.

C. Analyze congestion causes and mitigation strategies for corridors and locations experiencing recurring high congestion levels.

D. Consider how all modes — roadway, transit, pedestrian, bicycle, and shared mobility — can work together to address system capacity needs.

E. Support a regional multimodal freight network for safe and efficient freight movement.

F. Increase mobility, including traffic and transit incident response and recovery, through traffic and transit system management and operations techniques.

G. Reduce the effects of non-recurring incidents (e.g., crashes, weather-related delays, and special events) by enhancing methods of sharing information across agencies and modes, responding to and managing these incidents, and sharing information with travelers.

H. Develop and support a regional, long-distance bikeway network, including consistent guide signage.
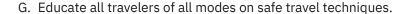
Improve System Safety

Reduce the number of crashes, injuries, and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland.

A. Continue to coordinate with MDOT and local agencies to improve roadway and transit safety through performance-based planning and programming.

B. Adopt relevant state and local plans that seek to reduce transportation-related injuries and fatalities.

C. Improve traveler safety in all modes through traffic and transit system management and operations techniques.

D. Eliminate hazardous or substandard conditions in high crash locations and corridors (all modes).

E. Improve conditions to enable pedestrians and bicyclists to travel more safely on a day-to-day basis, including safe interactions with users of other modes and safe access to transit stations and stops.

F. Support research into better understanding the causes of bicycle and pedestrian crashes and injuries to promote more effective countermeasures.

G. Educate all travelers of all modes on safe travel techniques.

Improve and Maintain the Existing Infrastructure

Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

A. Continue to coordinate with MDOT and local agencies to preserve and maintain the condition of roadway and transit systems through performance-based planning and programming.

B. Maintain traffic signal and Intelligent Transportation System (ITS) systems on a timely, systematic basis.

C. Maintain and replace aging transit vehicles on a timely, systematic basis.

D. Research and invest in cost-effective measures that will reduce emissions and life-cycle costs of transit rolling stock and infrastructure elements.

E. Continue to improve the condition of existing transit infrastructure and stations/stops.

F. Increase emphasis on improving the condition of existing pedestrian and bicycle facilities.

G. Encourage local agencies to develop comprehensive asset management programs to monitor the conditions of transportation assets and repair/replace those assets on a timely, systematic, cost-effective basis.

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Create an Environmentally Responsible Transportation System

Pass on to future generations the healthiest natural and human environments possible.

A. Continue to coordinate with MDOT and local agencies to reduce excessive delay and increase the share of non-SOV (single-occupancy vehicle) travel through performance-based planning and programming.

B. Ensure that the region conforms to the applicable state air quality plan by reducing growth in mobile source emissions, encouraging emission reduction technologies, and reducing congestion.

C. Reduce surface runoff and water pollutants resulting from transportation.

D. Reduce energy use of the transportation system.

E. Invest in transportation programs and projects that reduce greenhouse gas emissions in accordance with state and local plans.

F. Preserve and protect natural and cultural resources.

G. Enhance the quality of human health by providing multimodal transportation infrastructure that promotes active living and reduces transportation-related emissions.

Improve System Security

Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and human-caused disasters.

A. Provide for the personal security of transit riders through closed-circuit TV and other security-related features.

B. Continue to work with state and local agencies to coordinate responses to large-scale incidents, including evacuation routes and procedures.

C. Review evacuation routes and identify bottlenecks. Consider alternatives that would improve traffic movement through these points of limited capacity in emergency situations (e.g., improving traffic operations, identifying alternative routes, expanding existing roadways).

D. Improve the capabilities of jurisdictions to respond to and recover from emergencies, including security threats and natural disasters, through traffic and transit system management and operations approaches.

E. Identify policies and procedures for communication, resource sharing, and cooperative response to emergencies among transportation and non-transportation response agencies.

F. Leverage transportation and security funds to implement regional priorities.

G. Increase redundancy in the overall system. Where this is not possible, look for alternatives to existing corridors or facilities.

H. Plan for the potential transportation-related implications of climate change (e.g., rising sea level, storm surge).

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Promote Prosperity and Economic Opportunity

Support the vitality of communities and businesses, opportunities for workers, and the movement of goods and services within and through the region.

A. Emphasize the coordination of land use decisions, transportation planning, housing availability, and employment opportunities, including consideration of the connections between land use decisions and the costs of transportation.

B. Consider affordable housing and workforce/economic development planning when determining long-range priorities.

C. Concentrate transportation investments within local- and state-designated growth areas to enable prosperity in existing communities and the optimal use of prior transportation investments.

D. Invest in transportation infrastructure (all modes) that improves access to regional generators of economic activity (e.g., activity centers and freight corridors).

E. Coordinate with communities to provide context-sensitive infrastructure and facilities that integrate with community assets, needs, and preferences.

F. Invest in upgrading transportation assets and facilities that promote tourism and the movement of tourists within and through the region.

Foster Participation and Cooperation among All Stakeholders

Enable all interested and affected parties to participate and cooperate to find workable solutions.

A. Coordinate transportation planning across all modes, across geographic boundaries, and among all stakeholders.

B. Through traditional means as well as social media options, engage with and encourage input early and often from interested parties with a stake in the performance of the region's transportation system.

C. Hold public outreach events at accessible venues within affected communities.

D. Promote environmental justice through programs and policies to ensure that the benefits and burdens of transportation projects are shared equitably. This includes considering the needs of those traditionally underserved by existing transportation systems — low-income and minority households — as well as disabled, elderly, and carless individuals.

E. Engage with state and local agencies, businesses, developers, and communities to identify and build support for new approaches and public/private partnerships for funding improvements to the transportation system.

F. Work with planners and engineers in all jurisdictions to develop common policies and design strategies, including Complete Streets policies and design templates, for transportation facilities.

Promote Informed Decision Making

Ensure that adopted transportation policies and performance measures guide the regional decision making process.

A. Analyze, compare, and share data on system conditions, system performance, and the effects of transportation investments relative to established performance measures and targets for use in transportation planning and decision making.

B. Develop regional assessments of demographic, travel, land use, environmental, fiscal, and technology trends for use in all plans, programs, and projects.

C. Increase the public's and elected officials' understanding of the trade-offs involved in transportation alternatives.

D. Consider the potential effects of emerging technologies (e.g., increasing vehicle/infrastructure connectivity) and alternative means of travel (e.g., ride hailing services, micro-transit services, ridesharing, etc.) on traveler safety, roadway congestion, equity, and land use when planning for new and improved transportation facilities.

E. Improve information systems that all travelers can use to reach destinations easily and safely.

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